

Item No.	Report of the Interim Director of Planning, Regeneration & Public Realm	
Address	HS2 - MARYLEBONE TO AYLESBURY LINE BREAKSPEAR RD S HAREFIELD	
Development:	Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.	
LBH Ref Nos:	77816/APP/2023/293	
Drawing Nos:	Covering Letter Appendix 1 West Ruislip Portal Conveyor alignment LOD and LLAU overlay Appendix 2: Temporary conveyor full alignment and model * 1MC04-SCJ_RTL-EN-DGA-SS05_SL07-48001 Rev.P01.1 Appendix 3: Temporary conveyor detailed alignment * Sheet 1/7, Sheet 2/7, Sheet 3/7, Sheet 4/7, Sheet 5/7, Sheet 6/7 and Sheet 7/7 Appendix 4: Temporary conveyor Rail Track Crossing 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480005 Rev C02 Written Statement 1MC04-SCJ-IN-STA-SS05_SL06-000007 Appendix 5: Temporary conveyor River Pinn and Breakspear Road South Crossing * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-48001 Rev P01.1 Appendix 6: Temporary conveyor Chiltern Line Crossing * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480002 Appendix 7: Temporary conveyor Return Conveyor and Copthall Stock Pile * 1MC04-SCJ_RT:-EN-DSE-SS05_SL07-480004 RevP01.1 Appendix 8: Temporary conveyor Southern Treatment Area * 1MC04-SCJ_RTL-EN-DSE-SS05_SL07-480003 Rev P01.1	
Date Plans Recieved:	01/02/2023	Date(s) of Amendment(s):
Date Application Valid:	01/02/2023	

1. SUMMARY

This application comprises a bringing into use submission under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), for a temporary conveyor , which will extend between the West Ruislip Portal and the Southern Treatment Area, encompassing the following scheduled work Nos.1/63, 169-71, and 1/73.

The application is the latest HS2 Schedule 17 Request for approval of 'Bringing into Use' submissions that has been deposited with the Council. These Schedule 17 planning submissions can best be likened to the submission of reserved matters, where outline planning consent has already been granted. However, the role of the Planning Authority is heavily restricted as to what can and cannot form the basis of a decision.

The nominated undertaker (HS2 Ltd) is authorised to construct and maintain the 'Scheduled Works' for Phase One of High Speed 2. However, the Planning Conditions set out in Schedule 17 of the Act require the nominated

undertaker to submit requests for approval to the relevant planning authority for bringing into use most 'Scheduled Works' and railway depots. The purpose of 'bringing into use' approvals is to ensure the nominated undertaker for the work takes all reasonably practical measures for the mitigation of the work.

The approval being sought is for the bringing into use of the scheduled works. The proposals can only be brought into use once the Local Planning Authority:

- (a) considers that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation on the local environment or local amenity, or
- (b) it has approved, at the request of the nominated undertaker, a scheme consisting of provision with respect to the taking of measures for that purpose.

The Environment Statement (ES) identified the need for the temporary conveyor to reduce the impacts of the Phase One HS2 scheme by avoiding the use of road for transportation of spoil, thereby reducing the impact on road traffic movements and air quality. The temporary conveyor is therefore required as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The proposed temporary conveyor has been designed to allow continuous movement of tunnel spoil from the West Ruislip Portal to the Southern Treatment Area during the HS2 construction works (approximately 3 years), provide a safe crossing point for the conveyor, and have minimal impact on the HS2 works, residential and recreational receptors, ecology, historic assets, highways users and flood risk.

The design incorporates practical mitigation measures most of which are already employed through the Code of Construction Practice (CoCP).

There is no statutory obligation to consult with neighbours. However, Natural England and GLAAS have been consulted. No objections have been raised by these statutory bodies to the Schedule 17 submission.

It is concluded that there are no further reasonably practicable measures which need to be taken for the purpose of mitigating the effect of Bringing into Use Schedule Work Nos. 1/63, 169-71, and 1/73 and accordingly approval under Paragraph 9 sub section (4)(a) of Schedule 17 of the Act is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 NONSC Non Standard Condition

This permission relates to bringing into use, under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), in relation to the following scheduled works:

- Work No. 1/63 - A temporary conveyor for construction purposes commencing at a point 150 metres north east of the junction of The Greenway with footpath U81 and terminating at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South;
- Work No. 1/69 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/63 at a point 200 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with the commencement of Work No. 1/71 at a point 220 metres west of that bridge;
- Work No. 1/70 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/63 at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and

terminating by a junction with Work No. 1/71 at a point 430 metres west of that bridge;

- Work No. 1/71 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/69 and terminating by a junction with the commencement of Work No. 1/73 at a point 444 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line
- Work No. 1/73 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/71 and terminating at a point 448 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line.

The approval also includes the bringing into use of a scheduled temporary bridge.

3. CONSIDERATIONS

3.1 Site and Locality

The temporary conveyor is 1.805km in length and covers an area of approx. 19.5 hectares. The temporary conveyor commences at the approved HS2 West Ruislip Portal, terminating at the South Treatment Area 337m south-east of the Harvill Road Chiltern Line underbridge. The proposal also includes bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.

To the north of the temporary conveyor, and the HS2 work sites, lies Ruislip Golf Course, the former MSD site and the Dunster Cottages (a residential receptor). The Network Rail Chiltern Line bounds the south of the site for most of the extent of the temporary conveyor up until the Crossing Chiltern Line Bridges where it moves south towards the Southern Treatment Area.

Most of the residential receptors are to the south. South of the West Ruislip Portal Area is The Greenway residential estate. As the temporary conveyor progresses towards the Crossing River Pinn and Crossing Breakspear Road, the Hoylake Crescent and Copthall Road West residential dwellings fall to the south. To the south-west of Crossing Breakspear Road Bridge is Brackenbury House.

There are several public rights of way (PRoW) in the vicinity of the temporary conveyor from which recreational receptors would be located. Figure 12 shows the relevant PRoW and their status; stopped up (entirely or partially) and/or diverted. Sections of the Celandine Route (R147 and part of U44), U43, U49, U47 and U48 remains partially open. The sections of Hillingdon Trail which fall on U81 and R146 have been fully stopped up and diverted around the West Ruislip Portal work site onto Ickenham Road. There are areas of public open space and common land to the west of The Greenways and the northern boundary of Hoylake Crescent.

Other receptors include the setting of scheduled monuments (Pynchester and Brackenbury moated sites), setting of the listed Brackenbury Farmhouse (Grade II), and the River Pinn wildlife and ecosystems.

The area is predominantly suburban / rural in character with a mixed land use pattern of residential properties (around The Greenway, Hoylake Crescent, and Copthall Road West/Breakspear Road South), road and rail links (Breakspear Road South and Chiltern Railway), open space (King George Playing fields and Ruislip Golf course) and farmland (Brackenbury Farm and Oak farm).

The River Pinn flows in a north to south direction crossing the proposed HS2 rail and Chiltern Railway east of Breakspear Road South. There are several PRoW in the vicinity of the temporary conveyor. The Celandine Route is a public right of way utilising PRoW

R147, U44, U45 and part of U47 running along the east bank of the River Pinn and the western boundary of the Ruislip Golf Course north of the Chiltern Railway. Only R147 remains entirely open, U44 is temporarily diverted (NB: on a short-term basis), and the remaining paths are closed.

To the south of the Chiltern Railway the Celandine Route continues south past the Hoylake residential properties to the east and the Copthall West residential properties to the west. The remaining sections of footpath U47 run parallel to the south embankment of the Chiltern Line. Only the eastern most section of the U47 remain open to allow connection with the U48 to the residential area at Hoylake Crescent. U43 connects the currently open and diverted sections of the Celandine Route to Breakspear Road and bridleway U42 that heads to the north-west past the former MSD site. The eastern section of the U49 which heads south-west past Brackenbury Farm remains open. At the West Ruislip Portal R146 and U81 is temporarily closed. There are two medieval manorial moated sites identified in close proximity to the proposed development i.e. Pynchester Farm (RUI001) and Brackenbury Farm (RUI002). These scheduled monuments are approximately 80m and 350m respectively away from the proposed temporary Conveyor.

Hoylake Crescent, Dunster Cottages, Copthall Road West, and the Greenway residential dwellings are approximately, 100m, 340m, 280m and 30m respectively away from the proposed temporary development. Oak Farm is vacant and is not considered as a residential receptor for the delivery phase of the HS2 works.

The alignment of the temporary conveyor is within the existing established construction area of the HS2 works.

3.2 Proposed Scheme

This application comprises a bringing into use submission under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 (The Act), in relation to the following scheduled works:

- Work No. 1/63 - A temporary conveyor for construction purposes commencing at a point 150 metres north east of the junction of The Greenway with footpath U81 and terminating at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South;
- Work No. 1/69 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/63 at a point 200 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with the commencement of Work No. 1/71 at a point 220 metres west of that bridge;
- Work No. 1/70 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/63 at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with Work No. 1/71 at a point 430 metres west of that bridge;
- Work No. 1/71 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/69 and terminating by a junction with the commencement of Work No. 1/73 at a point 444 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line
- Work No. 1/73 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/71 and terminating at a point 448 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line.

The submission for approval also includes the bringing into use of a scheduled temporary bridge.

The Environment Statement (ES) identified the need for the temporary conveyor for the Phase One HS2 scheme to minimise the use of road transportation reducing impacts of on road traffic movements and air quality. The overall design intent of the temporary

conveyor is therefore as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The temporary conveyor is required to support the construction of the Northolt Tunnels West. The Northolt Tunnel west will be constructed using a Tunnel Boring Machine that will be launched from the West Ruislip Portal. The temporary conveyor is required to transport the spoil from the areas of excavation within the tunnels to the Southern Treatment Area. From here the spoil will either be transported to the Southern Sustainable Placement Area or to the Cophall Stockpile to backfill the Cophall Tunnel.

The temporary conveyor will span from the West Ruislip Portal to Southern Treatment Area and the Cophall Stockpile Area, for a distance of 1.805km. The Conveyor is made up of sections that run over the ground surface within the construction compound (over 72% of its extent) and bridges (over railway sidings, River Pinn and Breakspear Road South).

The material will be conveyed to the Southern Treatment Area, for treatment and stockpiling. A proportion of this material will be moved via the return conveyor to the Cophall Stockpile Area for use as backfill in the Cophall Tunnel Area.

Overland (surface) sections of the temporary conveyor

The overland (surface) sections of the temporary conveyor have a total length of 1300 metres. 72% of the temporary conveyor will be at ground level with limited visibility to receptors. Alignment adjacent to existing acoustic hoardings and the Chiltern Line Railway embankment help to screen the conveyor, in addition to its location within the existing established worksite.

The conveyor comprises a steel frame structure constructed in lengths of 3m or 12m at 1.25m wide and are 1.50m high above ground level. The conveyor consists of a series over rollers over which the conveyor belt passes. The conveyor is raised above the ground by trestle legs every 3m.

The three metre lengths of conveyor have a shallow foundation pad under each set of trestle legs. However, along the length of the Network Rail embankment, some deeper piled foundations are required to transfer the load of the conveyor through the slip plane of the embankment. For its entire length the conveyor is covered primarily to prevent spoil falling off the conveyor, however it also minimises dust and mitigates the noise of the rollers

The temporary conveyor starts at the two discharge points located towards the western end of the West Ruislip Portal. The discharge points are located at the end of the Downline and Upline Tunnel Conveyors. The Downline tunnel conveyor discharges directly onto the temporary conveyor, while the Upline tunnel conveyor discharges material onto a cross conveyor which carries the spoil across the portal before discharging onto the temporary conveyor. The cross conveyor is elevated to allow Multi Service Vehicles (MSV) and other plant needed to construct the cross passages access into the tunnel and ensure protection from vehicular collision.

Interface with the Internal Rail Siding

The concrete segments which form the permanent tunnel lining and are installed as the Tunnel Boring Machine advances will be delivered to West Ruislip from the Pacadar precast facility located at Thamesport, Isle of Grain, Kent by train. To facilitate the delivery and unloading of the tunnel segments a temporary rail siding at West Ruislip has been

constructed and brought into use under separate approval (Reference: 75317/APP/2022/3468). Due to limited space at West Ruislip Portal, it is necessary to construct a bridge to carry the conveyor over the rail siding, thus allowing trains to pass underneath to access the siding. The bridge comprises a steel box construction typical built in 12m lengths for transportation and is bolted together on site to form the required length.

Given the alignment of the rail bringing trains into the rail siding and to maintain the required geometry of the track and the alignment of the conveyor the bridge is 73m in length, which approach sections of 48m and 36m. The maximum height above ground level is 8.03m. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level.

Interface with the Network Rail Embankment

Construction of the permanent works heading towards Harvill Road, including Ruislip Retained Embankment and River Pinn Underbridge, will run concurrently with the tunnelling works. It was recognised that this created a pinch point around the River Pinn and Breakspear Road, during construction of the permanent rail bridges over both. To facilitate those works, the temporary conveyor is aligned on the Network Rail Embankment and does so for approximately 440m.

Interface with the River Pinn

The temporary conveyor is required to cross the River Pinn. At this location a temporary 30m long bridge will be constructed to carry the conveyor over the River Pinn, with approach sections of 24m on each side of the bridge.

The proposed works have been designed to fall outside of the River Pinn's floodplain avoiding areas of Flood Zone 2 and 3. The foundations are also designed to be >8m from the top of the banks of the watercourse. Based on this design a Schedule 33, Consent number HS2/P10491 has been granted for the oversailing of the River Pinn by the temporary conveyor.

The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. The underside of the bridge is 9.90m above the river level. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level.

Interface with the Breakspear Road Bridge

The temporary conveyor is required to cross the Breakspear Road South. At this location a 24m long temporary bridge will be constructed to carry the conveyor over Breakspear Road. Figure 24 shows an elevation drawing of the bridge. The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level. These sections are illuminated.

Interface with the Chiltern Line Crossing

The temporary conveyor is required to cross the Chiltern Railway line. At this location two 39m long temporary bridge sections will be constructed adjacent to each other to form one bridge structure to carry the conveyor over the Chiltern Railway. The east most bridge

referred to as the 'conveyor to treatment area' carries the material to the Spoil Treatment Area, and west most bridge, referred to as the 'return conveyor', brings material to the Copthall Storage Area for reuse as backfill in the Copthall tunnel.

The bridge superstructure is constructed out of steel galvanised steel with a covering of trapezoidal sheets. A walkway is provided for as part of the bridge structure and as part of the approach sections either side of the bridge to allow maintenance access to the conveyor where it is not at ground level. These sections are illuminated.

Southern Treatment Area

The Southern Treatment Area consists of multiple conveyor systems interacting with the Soil Treatment Plant which deposit the soil for treatment prior to stockpiling,

Materiality

Precedence has been given to Network Rail requirements in the colour selection, which takes into consideration driver safety (glare), signal sighting (risk of missing red signal), and neutrality of colour.

Lighting

The bridge and approach sections of the conveyor have access walkways to allow for maintenance. Strip lighting will be installed as 6m centres along the walkways handrail and directed to face inwards towards the conveyor. The lighting units are Ansell Tornado Single 2ft LED Batten Lights. The lighting is 1164Lm.

Construction Phase

Construction of the temporary conveyor will take place in 7 phases.

1. Chiltern Line Crossing Bridges
2. Southern Treatment Area (STA)
3. Overland Conveyor - Copthall North
4. Breakspear Road Crossing
5. River Pinn Crossing
6. 73m Bridge Crossing over Temporary Rail Sidings
7. Overland conveyor - WRP to River Pinn

3.3 Relevant Planning History

Comment on Relevant Planning History

The High Speed Rail (London - West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission. Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17.

Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;
- Bringing into use requests; and
- Site restoration schemes.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions

and the issues that the LPAs can have regard to, in determining requests for approval. Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the High Speed Two Code of Construction Practice (CoCP).

The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and the proposals to avoid, reduce or remedy these likely significant environmental effects. These controls along with the powers contained in the High Speed Rail (London - West Midlands) Act and the Undertakings and Assurances are designed to ensure that impacts which have been assessed in the ES will not be exceeded.

The EMRs comprise the following suite of documents:

- Code of Construction Practice (CoCP)
- Planning Memorandum
- Heritage Memorandum
- Environmental Memorandum
- Undertakings and Assurances.

SITE SPECIFIC HISTORY

The alignment of the temporary conveyor is within the HS2 Act Limits. The temporary conveyor alignment differs to that described in the scheduled works 1/63, 169-71, and 1/73 in respect to its location, however it remains entirely within the Limits of Deviation for the scheduled works and is in accordance with Schedule 1 1(1) and (2) of the Act.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- DMEI 10 Water Management, Efficiency and Quality
- DMEI 11 Protection of Ground Water Resources
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMHB 1 Heritage Assets
- DMHB 14 Trees and Landscaping

DMT 2	Highways Impacts
DMEI 4	Development on the Green Belt or Metropolitan Open Land
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP G9	(2021) Geodiversity
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI5	(2021) Water infrastructure
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HISTORIC ENGLAND (GLAAS)

There are no known archaeological remains along the conveyor route and low potential for new discoveries. Therefore I do not consider that these building works ought to be modified to preserve a site of archaeological interest.

NATURAL ENGLAND

No comment.

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.

Natural England's advice on other natural environment issues is set out below.

Schedule 17 for HS2

This planning proposal is for a development scheme or works scheduled under the provisions of the High Speed Rail (London-West Midlands) Act (2017) which form part of the High Speed Two scheme within your area. It should therefore be determined using the planning regime established by that legislation. The Act grants the work deemed planning permission, subject to certain matters and details of the deemed consent being reserved for subsequent local planning authority approval under Schedule 17.

We advise that, in determining the consultation, the planning authority should have regard to the permissions already granted under The Act, and to any relevant supporting documents to The Act.

Internal Consultees

7. MAIN PLANNING ISSUES

7.1 Planning Issues

Bringing Scheduled Works and Depots into Use

Schedule 17 paragraph 9 requires that the nominated undertaker submit a bringing into use request for scheduled works. This requirement applies to all scheduled works, except to the extent that the work is underground, and any depots constructed for or in connection with the maintenance of railway vehicles or track.

The grounds for approval set out in Schedule 17(9) paragraph 4 (a) are applicable to this bringing into use application for a temporary conveyor for construction purposes (Works No 1/63, 169-71, and 1/73). Paragraph 4a provides that approval must be granted if there are no reasonably practicable measures needed for mitigating the effect of the work or its operation on the local environment or local amenity.

The Written Statement states that the temporary conveyor has been designed to mitigate, as far as reasonably practicable, any impacts on residential and recreational receptors, road users, ecology, the setting of heritage assets and flood risk, and to be of a visual appearance which balances the need for the safety of the use of the existing Chiltern Line Railway and the landscape impact of the development. With reference to Scheduled Works No 1/63, 169-71, and 1/73, the design of the temporary conveyor incorporates practical mitigation measures most of which are already imposed through the Code of Construction Practice (CoCP).

Assessment: Impacts and Proposed Mitigation Measures

With respect to the local environment and amenity, the assessment in the Written Statement has considered the mitigation on both residential and recreational receptors with respect to the following impacts:

- Visual
- Noise
- Roads
- Public rights of way
- Ecology
- Cultural heritage
- Flood risk

VISUAL

Design

The Environment Statement (ES) identified the need for the temporary conveyor to avoid the use of road transportation reducing impacts of the Phase One HS2 scheme by reducing impacts on road traffic movements and air quality. The overall design intent of the Conveyor is therefore as a mitigation measure to reduce the impact of construction vehicles on the local road network and reduce consequential air quality effects.

The design intends to provide a temporary structure that allows continuous movement of tunnel spoil from the West Ruislip Portal to the Southern Treatment Area during the HS2 construction works (approximately 3 years), provides a safe crossing point for the

conveyor, and has minimal impact on residential and recreational receptors, ecology, historic assets, road users and flood risk.

The design of the temporary conveyor is subject to the following constraints:

- HS2 Limits of Deviation for the proposed temporary conveyor which is a scheduled work under The Act
- Existing construction site temporary and permanent works, and haul roads
- Existing Chiltern Line
- Breakspear Road
- River Pinn: habitat and flood risk.
- Proposed temporary railways sidings, subject to the recently approved Schedule 17 Bringing into Use approval request
- Ensure that impacts to environment and amenity are mitigated as far as is reasonably practicable.

The design of the temporary conveyor has included the following mitigations to respond to these constraints

- Alignment close to Chiltern Line to avoid construction areas and haul roads to prevent impact on other temporary and permanent works
- Neutral grey colour to avoid glare and distraction to trains on the Chiltern Line approved by Network Rail
- Coverings to enclose the surface conveyors, drive stations and bridges to ensure spoil material is contained in the conveyor and to reduce any noise impacts
- Alignment at ground level and adjacent to existing acoustic hoarding to minimise visual impacts
- Foundations situated outside of flood risk zones to prevent any change to flood risk
- Ensuring lighting is kept to a minimum, is directional and kept to the minimum safe brightness levels,

Visual Impacts

The Environmental Statement identifies several viewpoints that will be significantly affected by construction phase of the Proposed Scheme (HS2 Phase 1). The conveyor is specifically identified as being visible from several of these viewpoints.

At 35m from the scheme, the environmental statement identifies that the temporary conveyor will be visible in the background view from properties on The Greenway, but this will be in the context of the worksite and other plant. These views of the construction activity, including the temporary conveyor, will be partially screened by existing mature vegetation in the back gardens of The Greenway and on their northern property boundaries. The overall impact of the construction phase is assessed to be a major adverse effect, however the contribution of the conveyor to this impact is not specified. The conveyor's individual impact will be temporary, seen in the context of the wider construction works, and partially mitigated by existing vegetation. The change in alignment is minimal in this section and does not affect the validity of the conclusions of the Environmental Statement. The continuous lighting associated with the temporary conveyor is assessed not to be significant in the context of an existing well-lit foreground of street lighting and light spill from buildings.

Other viewpoints assessed include:

- View south and west from the Blenheim Care Centre, residential properties on Ickenham Close, from business units on Ickenham Road and from Ickenham Road
- View north from dwellings on Hoylake Crescent, from King George V Playing Field, from PRoW (Footpaths U47 and U48, Celandine Route) north-east from Hoylake Crescent and

Ickenham Cricket Club Ground

- View north and north-west from Brackenbury House, Farm and associated properties off Breakspear Road, Ickenham
- View south from Oak Farm, Square Orchard and associated residential properties (Breakspear Road South, north of the Chiltern Main Line) and PRow (Footpath U43).
- View east from the PRow (Footpath U49) between Harvil Road and Breakspear Road, to the south of the Chiltern Main Line

Overall, it was concluded that whilst the impacts of the HS2 works in total, result in significant visual effects, with exception to the continuous illumination in the vicinity of Brackenbury Farm, they cannot be specifically attributable to the temporary conveyor. Notwithstanding this, it is considered that the separation distances from receptors and relationship to the existing construction activity, alignment adjacent to the acoustic hoarding, neutral colour of materials, and the existing mature screening throughout the extent of the proposed conveyor can be seen to mitigate any effects.

ECOLOGY

Vegetation clearance

There is no vegetation from the east section of the site between Ickenham Road and the River Pinn. The River Pinn is a designated site for ecology (SBI.II), of district/borough value and a Hillingdon BAP (Biodiversity Action Plan) habitat. The River Pinn embankments are populated with grass and low-lying scrub, that is regularly maintained. Between Breakspear Road South and the Southern Treatment Area the area included grassland, scrub and woodland. This vegetation has now been cleared to cut grass to facilitate the construction of the Cophall Tunnel, including the temporary conveyor.

From West Ruislip Portal to Breakspear Road South the temporary conveyor is located within existing construction compounds. Vegetation clearance was carried out in 2018 by HS2 enabling works contractor to facilitate HS2 Phase One Works. Except for the Network Rail and River Pinn embankments, no vegetation remains within the construction site.

At the River Pinn and Breakspear Road Embankments vegetation clearance has already been carried out. This was completed during the initial set up of the site and installation of site boundaries next to the Chiltern Line. The remaining vegetation is grass and low-lying scrub which requires regular clearance to allow SCS to demonstrate that there is no loading on the embankments.

Vegetation clearance has also been required on the Network Rail embankments to the west of Breakspear Road to facilitate HS2 Works, including the temporary conveyor. This was an area of mature woodland and scrub. The clearance of this area of woodland was required specifically for the temporary conveyor to facilitate the construction of the Chiltern Line Crossing Bridges. The clearance works for the Crossing Chiltern Line Bridges Line was carried out consecutively with the tree clearance works on the Network Rail North Embankment for the Cophall Tunnel Sidings.

Any new low-lying growth within the temporary conveyor footprint will need to be cut back as necessary to ensure free running of the temporary conveyor. All vegetation clearance is subject to a vegetation permit approved by the Ecology Manager prior to works commencing. Which determines the requirement for ecological supervision and mitigation measures such as nesting bird inspections and fingertip searching of suitable reptile habitat.

The applicant states that all vegetation associated with the conveyor has been cleared with appropriate ecological and arboricultural controls in place. The controls undertaken include ecological species-specific surveys and arboricultural assessments. Further controls included ecological clerk of works (ECoW) on site during vegetation clearance to advise on ecological features such as nesting birds and providing the appropriate mitigations if necessary.

Non-Statutory Designated Sites

The temporary conveyor falls within the extent of several locally designated wildlife sites including Brackenbury Cutting Site of Importance for Nature Conservation (Cophall Tunnel) and West Ruislip Golf Course and Old Priory Meadows SINC. West Ruislip Golf Course and Old Priory Meadows SINC are located to the western side of West Ruislip Golf Course.

The environmental statement does not specifically address the impact on the clearance for the temporary conveyor on these non-statutory designated sites but does assess the impact of the overall clearance for the scheme as a temporary adverse effect on a site of district / borough value. The impact of the specific works forms a small part of this wider impact. Following the decommissioning of the West Ruislip Portal, Breakspear Road South, and Cophall worksites some of the habitat will be left to restore naturally in addition to a designed scheme of planting to replicate existing and support local species reducing the impact of the designated sites to be approved through a Schedule 17 Site Restoration consenting process.

Reptiles and nesting birds (non-Schedule 1)

The loss of the vegetation could result in a negative impact on the local reptile population (if they are killed or injured by the works), and / or on nesting birds (if active nests are present in the vegetation and lost during the clearance). Impacts on these species will be mitigated by the presence of an ecological clerk of works (watching brief) during works. The majority of vegetation that could support either reptiles or nesting birds within the works site has already been cleared under ecological supervision as part of the wider HS2 works.

Bats

Bat foraging areas and commuting routes with recorded high levels of activity from common pipistrelle and lower activity of rarer species along the railway land between the River Pinn and Harvil Road have and continue to be affected by the HS2 works. The Environmental Statement does not specifically assess the individual impact of the temporary conveyor on bats, but it does identify the clearance of trees at Brackenbury Railway Cutting SINC (Cophall Tunnel) and further small areas of mosaic and transition habitat along this route, quantifying the HS2 works to result in the loss of approximately 0.4ha of woodland and scrub. The tunnel works will occur 24 hours and will involve a temporary conveyor transporting material during this time. Bats will likely be deterred from using the route throughout construction due to the extent of works along the northern and southern sides of the railway and will be forced to forage elsewhere likely further west along the railway toward the Colne Valley. Although total loss of assemblage is unlikely, some population losses and significant commuting disruption are likely.

However, the creation of approximately 6ha of new semi natural broad-leaved woodland, grassland, and ponds south of New Year's Green Lane in the area of New Year's Green Covert will restore and provide replacement and additional high quality foraging habitat

and commuting features such as the woodland edges for common pipistrelle. This area has not been created specifically for the conveyor habitat loss but forms part of the overall mitigation strategy for habitat loss in the Copthall Tunnel area.

Badgers

A badger sett was identified within the woodland cleared for the conveyor route, near to the section where the conveyor crosses the Chiltern Line. Further assessments (in line with best practice) were undertaken, including a camera trap monitoring the hole for over 21 days. No badgers were found to be using the sett and it was deemed inactive. The inactive sett was closed to reduce the likelihood of badgers returning to use it and impacting the conveyor works. As it was not an active badger sett there are no legal implications of closing the hole.

Great Crested Newts

A pond located within Brackenbury Barn has not been accessible for amphibian surveys. It is assumed a low population of great crested newts are present (as a precautionary approach). Vegetation clearance near to the pond has been undertaken with ECoW support to search the habitat for any great crested newts. No newts were found during the site clearance works.

Natural England raises no objections to the current 'bringing into use' submission.

In due course, a Schedule 17(12) 'Site Restoration' submission will be made to the Council, which will propose a scheme for the permanent landscaping following the demobilisation of the construction worksites

HIGHWAY ISSUES

Temporary highways closures

The temporary conveyor route goes over Breakspear Road South. The Crossing Breakspear Road Bridge will be constructed to the north of the existing Network Rail road overbridge to facilitate the temporary conveyor crossing the road. Two temporary road closures will be required to facilitate the construction of the Crossing Breakspear Road Bridge for which permits (Under Schedule 4 Part 2 (6) of the HS2 Act 2017) will be made to the Council. A Temporary night closure for Breakspear Road South is required for the installation of the beam required to facilitate the temporary conveyor construction. A permit application to the LBH has been made and is under consideration.

Further night closure for Breakspear Road South to facilitate the construction of the temporary conveyor, are anticipated ,finalised dates are to be confirmed and permit applications have not yet been made. The road closures are scheduled to ensure that there are no two road closures simultaneously on Breakspear Road South and Harvil Road to reduce public interference, in accordance with the HS2 Route-wide Traffic Management Plan. In addition, they are planned to be at night (for a period of 2no weekends) for the shortest practicable duration. Together these measures ensure the least disruption to local road users, as far as reasonably practicable. Early liaison with emergency services will ensure that there is appropriate awareness of the closure in the interests of public safety and emergency service responsiveness.

Schedule 33 Part 1 consent has been approved for the construction of Crossing Breakspear Road South Bridge. This will ensure the appropriate protective provisions for

the highways, road, and footpath, are secured. This included mitigation to provide advance warning (additional signage and white lining) of the Chiltern Line Underbridge height restriction to prevent bridge strikes. A road safety audit will be carried out and submitted to the Council.

Temporary stopping up and diversion of Public Rights of Way

The temporary conveyor would not result in any change to the existing right of way temporary and permanent diversions between West Ruislip Portal and the Southern Treatment Area. The construction and operation of the temporary conveyor will benefit from the existing temporary stopping up and diversions of the Hillingdon Trail (U81) and the Celandine Route (U45, U46 and U47 (including temporary (short term) stopping up/diversion of U44)) and U42 consented under Schedule 4 of the HS2 Act 2017. There are no further stopping up/diversions specifically required to enable the construction or operation of the temporary conveyor.

NOISE

Operational Use

The temporary conveyor is designed to carry spoil created during the tunnelling operations for the Northolt Tunnels West. The Tunnel construction is programmed to be a 24/7 operation. While the TBMs will not be excavating continuously, allowing for ring building (building of the tunnel lining), tunnel conveyor belt extensions, HV cable extensions and other operational requirements including but not limited to breaking into shafts, cutter head interventions, there will not be many times when both machines are stopped and therefore the temporary conveyor will be required to operate continuously.

A number of different plant equipment will be utilised within the Overland Conveyor System to ensure that spoil material can be continuously transported from the upline and downline TBMs to the spoil treatment plant for treatment during the day, evening and night periods every day. These different pieces of plant equipment include:

- Seven Discharge Units;
- One Tripper Car;
- One Overland Conveyor;
- Two Conveyor Transfer Towers; and
- 15 Drive Units.

The applicant explains that the temporary conveyor must be permitted to be in continuous operation during the day, evening and night periods every day. This is because as the upline and downline TBMs advance, the pressure within the cutterhead which is governed by the amount of spoil material within the cutterhead (and additives) must balance that of the ground pressure acting inwards towards the cutterhead. If these two opposing pressures are not balanced then heave or subsidence movements can occur on the ground surface, which could result in significant damage to structures on the ground surface. Therefore, to ensure that the cutterhead is not over pressurized due to excessive spoil material being present within the cutterhead (which could result in heave movement on the surface), the temporary conveyor must be permitted to be in continuous use to transport the spoil material out of the cutterhead to prevent over pressurization of the cutterhead. The temporary conveyor will be stopped during any down times for both machines and for any required maintenance. The continual operation will result in continuous noise emissions and lighting.

The Environmental Statement assesses the noise impacts of the proposed HS2 works, taking account of the continuous operation of the temporary conveyor within the assessment assumptions. The Environmental Statement sets day-time and night-time trigger levels for noise emissions:

- Day-time trigger level is 75db
- Night-time trigger level is 55bd

The Environmental Statement does not specifically assess the impacts of the temporary conveyor, but it is included in the assumptions. This concludes that avoidance and mitigation measures will ensure that noise impacts on residents would not be of a significant effect. Outdoors impacts would be significant only in the areas closest to the works which includes The Greenways, South Harefield, and Breakspear Road South. The Environmental Statement states that HS2 will continue to seek reasonably practicable measures to reduce the identified significant effects.

The following mitigations will be undertaken to ensure that the operation of the conveyor would not result in any significant effects on receptors;

- To mitigate noise from the temporary conveyor, the conveyor is covered. .
- To mitigate noise from the drive stations, the drive stations are covered.
- Where the overland conveyor increases in elevation over the four crossings, part of the conveyor will be containerised to prevent spoil material from falling onto Sleeper lines/River Pinn/Breakspear Road/ Network Rail Lines, providing further noise mitigation.
- Acoustic hoarding along the HS2 work site boundary also provide noise mitigation for the surface sections of the temporary conveyor as it runs along the boundary between West Ruislip Portal and Breakspear Road South.
- In accordance with the Code of Construction Practice the measures under Section 13 will be applied, including Best Practicable Means (BPM) during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors (including local businesses and quiet areas designated by the local authority) arising from construction activities
- Works will be in accordance with BS 5228 (Noise Control on Construction and Open Sites)

It should be noted that Section 61 (Pollution Act 1974) consent is required for the construction and operation of the temporary conveyor. Section 61 consent, under two separate consents, has been granted for the full extent of the temporary conveyor. The assessment of the operation of the temporary conveyor predicts no exceedance of the day-time or night-time trigger levels, and no significant effects on receptors. The operation of the conveyor will be assessed, and mitigated further if required, through the Section 61 consenting process.

The applicant submits that the noise impacts of construction of the temporary conveyor have been adequately assessed and mitigated for through the Section 61 consent process, therefore no further mitigation is required. No specific conditions relating to the construction of the temporary conveyor have been applied. If required, the general conditions of the consent would adequately manage any change through an application for dispensation to the Council.

HERITAGE

Cultural Heritage

There are two medieval manorial moated sites identified in close proximity to the proposed temporary conveyor.

- Pynchester Farm (RUI001) located approximately 500m from the temporary conveyor; construction scale of impact is deemed as low and the effect moderate adverse; the operation scale of impact is deemed minimal and effect minor adverse.
- Brackenbury Farm (RUI002). Is located approximately 600m from the route; construction scale of impact is deemed as medium and the effect major adverse; the operation scale of impact is deemed minimal and effect minor adverse.

Archaeology

Archaeological investigations, directly to the north of the temporary conveyor, yielded negative results. As a result, the potential for encountering further buried assets is determined as low and the significance is low. These areas have now been removed from archaeological scope and no further works in these areas are required ahead of the installation of the temporary conveyor.

GLAAS advises that there are no known archaeological remains along the conveyor route and there is low potential for new discoveries. Therefore, GLAAS does not consider that these building works ought to be modified to preserve a site of archaeological interest.

FLOOD RISK

The proposed works have been designed to fall outside of the River Pinn's floodplain avoiding areas of Flood Risk Zone 2 and 3.

A Schedule 33, Consent number HS2/P10491 has been granted for the oversailing of the River Pinn by the temporary conveyor. The consent was granted on the basis that the foundations were outside of the flood plain and the foundations were more than 8m away from the top of the bank of the River Pinn. Furthermore, the consent was granted on the basis that appropriate mitigation to prevent any debris falling into the river during construction an operation, will be in place.

CONCLUSION

The grounds for approval set out in Schedule 17(9) paragraph 4 (a) are applicable to this bringing into use application for the proposed scheduled temporary conveyor. Paragraph 4a provides that approval must be granted if there are no reasonably practicable measures needed for mitigating the effect of the work or its operation on the local environment or local amenity.

With respect to the local environment, this assessment of the proposal has considered impact on visual receptors (residential and recreational) as well as impacts on ecology and on sites of archaeological and historic interest. The impact on flood risk is also considered. With respect to local amenity, this assessment has considered the impact on the local highway network and public rights of way.

In addition, both Natural England and Historic England have raised no objections to this 'Bringing into Use' submission in terms of ecology and archaeology.

In conclusion, it is the opinion of officers that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation in terms of its impact on the local environment / local amenity, in accordance with Paragraph 9 sub section (4)(a) of Schedule 17 of the Act.

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